

INTRODUCTION OF THE SAVE OUR
NATIONAL PARKS TRANSPORTATION
ACT

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA
IN THE HOUSE OF REPRESENTATIVES

Monday, June 1, 2015

Ms. NORTON. Mr. Speaker, I rise to introduce the "Save Our National Parks Transportation Act." The bill authorizes \$460 million for the National Park Service (NPS) from the Federal Lands Transportation Program for each of fiscal years 2016 to 2021, and establishes the Nationally Significant Federal Lands and Tribal Transportation Projects program authorized at \$150 million each of fiscal years 2016 to 2021.

Unlike other infrastructure, NPS roads and bridges rely exclusively on federal funds. These roads and bridges are located in districts across the country, and the needs are spread across most of the 50 States. These roads and bridges are not funded out of state apportionments, and Members may not realize that there are few alternative sources of funds for maintenance and improvements of these assets.

Infrastructure in our national parks continues to crumble at an alarming rate, threatening not only our largest and most famous parks, but also the significant revenue that states and localities earn from the presence of national parks and from federal roads and bridges that are essential for daily commerce.

Significant investments are needed for roads, bridges, and related transportation infrastructure on NPS land. Under the Moving Ahead for Progress in the 21st Century Act (Map-21), the Federal Lands Transportation Program is funded at \$300 million per fiscal year, with NPS receiving \$240 million. Yet, NPS has an \$11.5 billion maintenance backlog and needs \$460 million per year just to maintain the existing condition of its core transportation infrastructure.

NPS also has several "mega-projects" that are in critical need, but the current annual transportation allocation for NPS does not allow for any progress on these projects. Last week, NPS announced weight restrictions and lane closures on the iconic Arlington Memorial Bridge, spanning the Potomac River between Virginia and the District of Columbia. Memorial Bridge carries more than 68,000 vehicles per day, and it's a critical transportation artery to Arlington National Cemetery, Mount Vernon and for the National Capital Region. With a cost of \$250 million to replace the bridge, the necessary improvements to this one bridge exceed the entire annual Federal Lands Transportation Program allocation for NPS. There are other large projects across the country that require equally significant investments, including the Tamiami Trail in Florida; the Foothills Parkway project in Great Smoky Mountains National Park in Tennessee; the Yellowstone National Park Road Reconstruction in Wyoming; and the Water Gap National Recreation Area Road Reconstruction project in Delaware, New Jersey, and Pennsylvania.

To address the need to fund these large projects, the bill establishes a Nationally Significant Federal Lands and Tribal Transportation Projects program. The authorized funding for the program will be \$150 million per year for five years and would cover projects with a minimum cost of \$25 million. Under the

program, the Federal Land Management Agencies and Indian Tribes are eligible to compete for funding to construct, reconstruct, and rehabilitate nationally significant federal lands and tribal transportation projects. This provision is also included in H.R. 2410, the "Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act" (GROW AMERICA Act), which I have introduced along with my Democratic colleagues on the Transportation and Infrastructure Committee.

The federal government has a responsibility to maintain the highway and transit assets it owns. Neglect has now reached crisis proportions. This bill is an important step in empowering NPS to fulfill its responsibility.

I urge my colleagues to join me in supporting this bill.

TRIBUTE TO BOB SCHIEFFER

HON. EDDIE BERNICE JOHNSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Monday, June 1, 2015

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise in recognition of the remarkable career of Mr. Bob Schieffer who retired yesterday from CBS. For more than half a century, Bob Schieffer served the nation by covering the most pertinent issues with candor and journalistic dexterity. For the past 24 years, he served as the anchor of what is reported as the most watched news show in America, "Face the Nation."

Prior to his work with CBS, Mr. Schieffer served in the U.S. Air Force for three years. As a native Texan, he began his career in journalism as a reporter at the Fort Worth Star-Telegram, where he became the first reporter from a Texas newspaper to report from Vietnam. He is also one of only a handful of journalists in Washington to have covered the Pentagon, the White House, Congress and the State Department.

Mr. Schieffer has obtained nearly every journalism award imaginable, including: eight Emmys; the Overseas Press Club Award; the Paul White Award presented by the TV News Directors Association; and the Edward R. Murrow Award from Washington State University. Mr. Schieffer and I both attended Texas Christian University. In 2005, our alma mater named its journalism school in Bob Schieffer's honor; and in 2013, they followed by establishing the Bob Schieffer College of Communication. The list of accolades goes on.

Mr. Speaker, to refer to Mr. Schieffer as a living legend somehow falls short. Mr. Schieffer is an unparalleled journalist and a pillar of American television. His method of journalism will serve as a model for aspiring journalists for years to come. I am happy to congratulate him on his retirement, and I wish him many enjoyable years ahead. I urge my colleagues to join me in recognizing the career and accomplishments of one of America's finest journalists, Mr. Bob Schieffer.

PREECLAMPSIA AWARENESS
MONTH

HON. LOIS CAPP

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 1, 2015

Mrs. CAPP. Mr. Speaker, I rise today in recognition of May as Preeclampsia Awareness Month.

Despite great strides in maternity care over the years, there is an immediate need for further research into preeclampsia as well as related hypertensive disorders of pregnancy—eclampsia and HELLP syndrome.

While at least 5–8% of pregnant women suffer from these conditions each year, 60% of preventable pregnancy-related deaths are the result of preeclampsia alone.

These diseases occur only during pregnancy and the immediate post-partum period, affecting the health, and sometimes the lives, of the mother and baby.

And those women who develop preeclampsia during pregnancy can feel the effects years later; these women are four times more likely to develop hypertension later in life, and are twice as likely to develop heart disease, stroke, and blood clots.

The only known cure for preeclampsia is delivery, which is often conducted prior to a pregnancy being full term in the context of an emergency situation.

This is not ideal for the woman or her baby.

As a nurse and longtime public health advocate, I know that robust funding for maternal and child health research and education is one of the most important investments we can make.

I strongly encourage Congress to prioritize continued research on preeclampsia and related diseases.

Let's protect women and children from this progressive and often misdiagnosed disorder.

A TRIBUTE TO DOLL DISTRIBUTING
BEVERAGE COMPANY

HON. DAVID YOUNG

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 1, 2015

Mr. YOUNG of Iowa. Mr. Speaker, I rise today to recognize and congratulate a great Iowa company, Doll Distributing Beverage Company of Council Bluffs, Iowa. Doll Distributing is celebrating its 50th anniversary in business. Their motto is: "Building Brands. Building Relationships." Doll Distributing is a distributor of Anheuser-Busch and other products.

Merlin Doll's sales and wholesaling career spanned over 60 years starting with the Storz Brewery in Omaha as a territory sales manager. Mr. Doll wanted to purchase a distributorship and when none were available he was approached by Anheuser-Busch and was given an opportunity to purchase one. In 1965 Mr. Doll, with his wife Edith, sold their distributorship in order to purchase a distributing operation in Council Bluffs, Iowa, the Doll Distributing of today.

The second generation, which includes: Jeff Doll, Mark Doll, Tami Doll, Scott Doll and Jay Doll, purchased the company from their parents. Since 1988 they have expanded the